

least 700 feet MSL until maneuvering for a safe landing requires further descent.

(d) A person landing or taking off an aircraft from Elmendorf Airport may operate it at an altitude between 1,500 feet MSL and 1,700 feet MSL within those parts of the International and Lake Hood segments lying north of the midchannel of Knik Arm.

(e) A person landing or taking off an aircraft from Elmendorf Airport may operate it at an altitude between 900 feet MSL and 1,700 feet MSL within that part of the Merrill segment lying north of the midchannel of Knik Arm.

**§ 93.67 General rules: Bryant segment.**

(a) Each person piloting an airplane within the segment shall operate it at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent.

(b) Whenever Bryant control tower is not operating, each person piloting an aircraft to or from the Bryant Airport shall conform to the flow of traffic shown on the appropriate diagram in appendix A of this part, and, while in the traffic pattern, shall operate at an altitude of at least 1,000 feet m.s.l. until maneuvering for a safe landing requires further descent.

[Doc. No. 1580, 28 FR 6715, June 29, 1963, as amended by Amdt. 93-8, 30 FR 8568, July 7, 1965]

**§ 93.69 Special requirements, Lake Campbell and Sixmile Lake Airports.**

Each person piloting an aircraft to or from Lake Campbell or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are shown on the appropriate diagram in appendix A.

[Doc. No. 1580, 28 FR 6715, June 29, 1963, as amended by Amdt. 93-8, 30 FR 8568, July 7, 1965]

**Subpart E [Reserved]**

**Subpart F—Valparaiso, Florida, Terminal Area**

**§ 93.81 Applicability and description of area.**

(a) This subpart prescribes the Valparaiso, Florida Terminal Area, and the special air traffic rules for operating aircraft within that Area.

(b) The Valparaiso, Florida Terminal Area is designated as follows:

(1) North-South Corridor. The North-South Corridor includes the airspace extending upward from the surface up to, but not including, 18,000 feet MSL, bounded by a line beginning at:

Latitude 30°42'51" N., Longitude 86°38'02" W.;  
to  
Latitude 30°43'18" N., Longitude 86°27'37" W.;  
to  
Latitude 30°37'01" N., Longitude 86°27'37" W.;  
to  
Latitude 30°37'01" N., Longitude 86°25'30" W.;  
to  
Latitude 30°33'01" N., Longitude 86°25'30" W.;  
to  
Latitude 30°33'01" N., Longitude 86°25'00" W.;  
to  
Latitude 30°25'01" N., Longitude 86°25'00" W.;  
to  
Latitude 30°25'01" N., Longitude 86°38'12" W.;  
to  
Latitude 30°29'02" N., Longitude 86°38'02" W.;  
to point of beginning.

(2) East-West Corridor—The East-West Corridor is divided into three sections to accommodate the different altitudes as portions of the corridor underlie restricted areas R-2915C, R-2919B, and R-2914B.

(i) The west section would include that airspace extending upward from the surface to but not including 8,500 feet MSL, bounded by a line beginning at: Latitude 30°22'47" N., Longitude 86°51'30" W.; then along the shoreline to Latitude 30°23'46" N., Longitude 86°38'15" W.; to Latitude 30°20'51" N., Longitude 86°38'50" W.; then 3 NM from and parallel to the shoreline to Latitude 30°19'31" N., Longitude 86°51'30" W.; to the beginning.

(ii) The center section would include that airspace extending upward from the surface to but not including 18,000 feet MSL, bounded by a line beginning at:

Latitude 30°25'01" N., Longitude 86°38'12" W.;  
to  
Latitude 30°25'01" N., Longitude 86°25'00" W.;  
to  
Latitude 30°25'01" N., Longitude 86°22'26" W.;  
to  
Latitude 30°19'46" N., Longitude 86°23'45" W.;  
then 3 NM from and parallel to the shore-  
line to Latitude 30°20'51" N.,  
Longitude 86°38'50" W.; to Latitude 30°23'46"  
N.,  
Longitude 86°38'15" W.; to the beginning.

(iii) The east section would include that airspace extending upward from the surface to but not including 8,500 feet MSL, bounded by a line beginning at:

Latitude 30°25'01" N., Longitude 86°22'26" W.;  
to  
Latitude 30°22'01" N., Longitude 86°08'00" W.;  
to  
Latitude 30°19'16" N., Longitude 85°56'00" W.;  
to  
Latitude 30°11'01" N., Longitude 85°56'00" W.;  
then 3 NM from and parallel to the shore-  
line to Latitude 30°19'46" N., Longitude  
86°23'45" W.; to the beginning.

[Amdt. 93–70, 59 FR 46154, Sept. 6, 1994]

**§ 93.83 Aircraft operations.**

(a) *North-South Corridor.* Unless otherwise authorized by ATC (including the Eglin Radar Control Facility), no person may operate an aircraft in flight within the North-South Corridor designated in § 93.81(b)(1) unless—

(1) Before operating within the corridor, that person obtains a clearance from the Eglin Radar Control Facility or an appropriate FAA ATC facility; and

(2) That person maintains two-way radio communication with the Eglin Radar Control Facility or an appropriate FAA ATC facility while within the corridor.

(b) *East-West Corridor.* Unless otherwise authorized by ATC (including the Eglin Radar Control Facility), no person may operate an aircraft in flight within the East-West Corridor designated in § 93.81(b)(2) unless—

(1) Before operating within the corridor, that person establishes two-way radio communications with Eglin

Radar Control Facility or an appropriate FAA ATC facility and receives an ATC advisory concerning operations being conducted therein; and

(2) That person maintains two-way radio communications with the Eglin Radar Control Facility or an appropriate FAA ATC facility while within the corridor.

[Amdt. 93–70, 59 FR 46155, Sept. 6, 1994]

**Subparts G—I [Reserved]**

**Subpart J—Lorain County  
Regional Airport Traffic Rule**

**§ 93.117 Applicability.**

This subpart prescribes a special air traffic rule for the Lorain County Regional Airport, Lorain County, OH.

[Doc. No. 8669, 33 FR 11749, Aug. 20, 1968]

**§ 93.119 Aircraft operations.**

Each person piloting an airplane landing at the Lorain County Regional Airport shall enter the traffic pattern north of the airport and shall execute a right traffic pattern for a landing to the southwest or a left traffic pattern for a landing to the northeast. Each person taking off from the airport shall execute a departure turn to the north as soon as practicable after takeoff.

[Doc. No. 8669, 33 FR 11749, Aug. 20, 1968]

**Subpart K—High Density Traffic  
Airports**

**§ 93.121 Applicability.**

This subpart designates high density traffic airports and prescribes air traffic rules for operating aircraft, other than helicopters, to or from those airports.

[Doc. No. 9974, 35 FR 16592, Oct. 24, 1970, as amended by Amdt. 93–27, 38 FR 29464, Oct. 25, 1973]

**§ 93.123 High density traffic airports.**

(a) Each of the following airports is designated as a high density traffic airport and, except as provided in § 93.129 and paragraph (b) of this section, or unless otherwise authorized by ATC, is limited to the hourly number of allocated IFR operations (takeoffs and